

## SECTION 20D.40 DESIGN STANDARDS

### 20D.40.10-020 Scope and Authority.

- (1) Scope. ~~RCDG 20D.40 contains~~ There are three-two sets of design standards: City-wide design standards, and City Center Downtown design standards, ~~and historic design subarea standards.~~
- (a) City-wide design standards (RCDG 20D.40.15) apply to applications-developments requiring design review that are located throughout the City and include the ~~City CenterDowntown~~ districts.
- (b) The ~~City CenterDowntown~~ is divided into design areasseveral districts. The applicable design-~~areas~~ standards for Downtown (RCDG 20D.40.100) and the City-wide design standards (RCDG 20D.40.15) ~~shall~~ apply to applications-developments requiring design review that are located within the City CenterDowntown neighborhood.
- ~~(c) Historic design subarea standards (RCDG 20D.40.150) shall apply to this subarea within the Old Town design district in addition to design standards in subsections (1)(a) and (b) of this section. Where the City wide or City Center design standards conflict, the historic design subarea guidelines shall prevail.~~

Historic district combined with Old Town standards.

### 20D.40.40-020 Signs and Street Graphics.

#### (1) Intent.

- (a) Signs should be used primarily for the purpose of identification or conveying recognition of a particular development.
- (b) Signs should be consistent with building design and surrounding structures, and be appropriate to the type of activity to which they pertain. Design elements, such as the size, shape, materials, lighting, color, lettering style, and the number and arrangement of signs should present a professional appearance and quality of permanence.

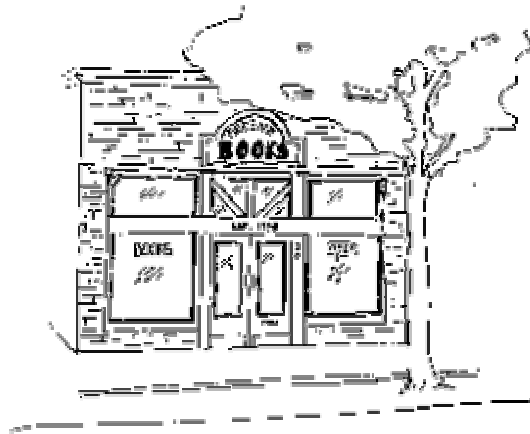


Figure 55: Sign Criteria (1)(b) and (1)(c) of this section.  
This is an example of the sign designed to be  
compatible with the overall building.

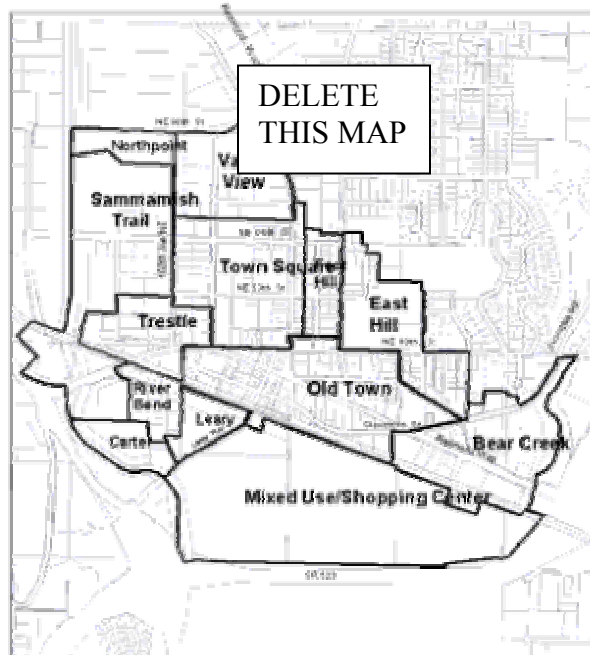
- (c) The shape of a sign should strive for simplicity with all elements constituting an integrated design with the building and landscaping.
- (d) A sign must be legible.
- (e) The scale of a sign should be in proportion with the building or site to which it pertains.  
Where multiple tenants are involved, signs should be proportionate to the size of the tenant space. For example, an anchor tenant can have the largest sign in a strip mall.
- (f) The number of signs should be minimized in order to avoid visual clutter.
- (g) Sign programs should be adhered to unless:
  - (i) Special circumstances can be substantiated for an individual tenant to deviate from the standard requirements.
  - (ii) Adherence would be out of character with a historic design subarea or a historic landmark.
- (h) A sign should be an understatement in relation to the building and site the sign is identifying. Conversely, a sign should not overshadow its building or surroundings.
- (i) For historic landmarks ~~and their historic design subareas~~Old Town district, signs should be consistent with historic character of the landmark and/or district, -and should not obscure significant features.

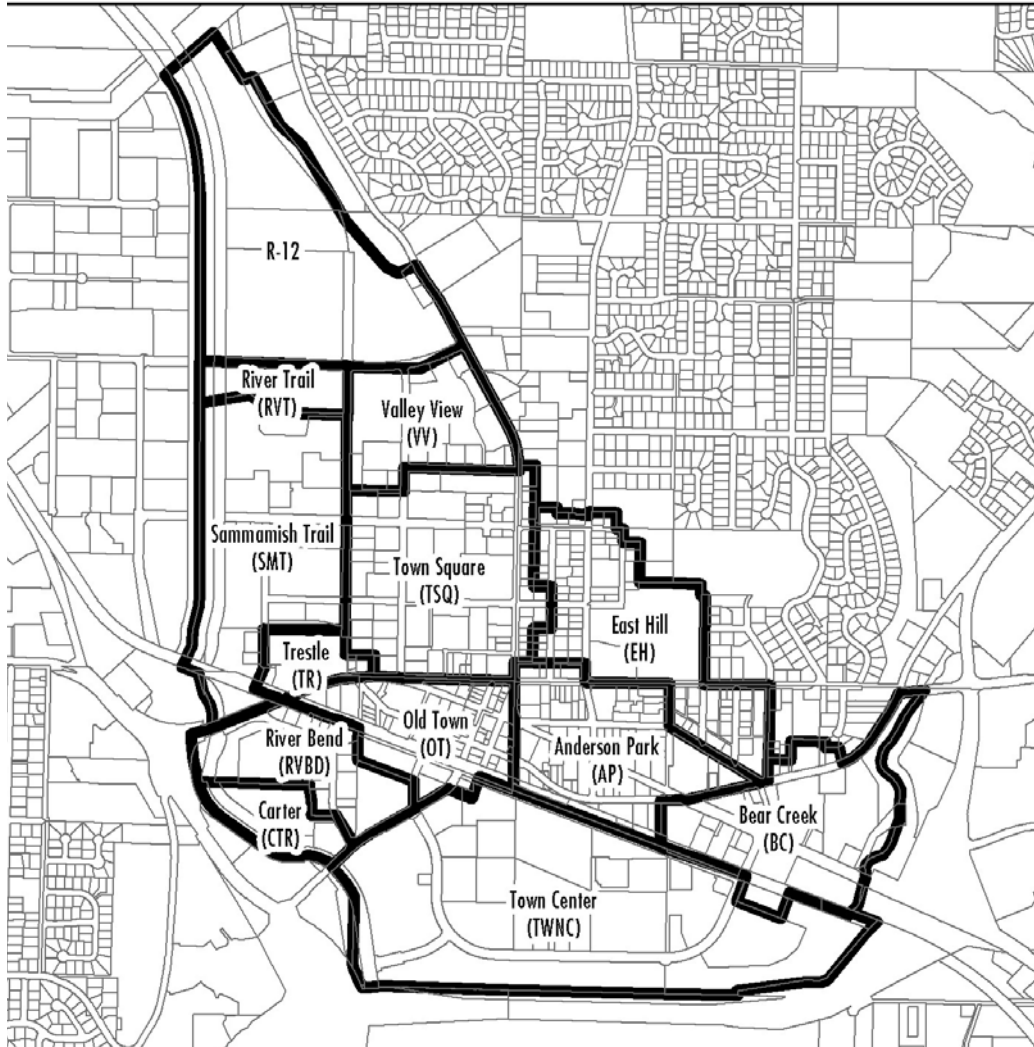
## 20D.40.100 ~~City Center~~Downtown Design Standards.

### 20D.40.100-010 Purpose.

The purpose of this section is to ~~create guidelines~~establish design criteria for ~~the development of the properties in the Downtown neighborhood~~ City Center Design Areas that ~~are~~ will guide development to be attractive in appearance ~~and,~~ functionally integrated, and to promote pedestrian and recreational activities within the neighborhood.

Each ~~design area~~district is related to the other through circulation, building scale and open space relationships. The design criteria for the ~~design areas~~districts are intended to identify general objectives and specific guidelines that will implement the objectives.





Map of the ~~City-Center~~ Downtown Design Areas/Districts.

(Ord. 1993)

**20D.40.105 Uses/Buildings Along Burlington Northern Santa Fe (BNSF) Right-of-Way (ROW)**

**20D.40.105 – 010 Intent**

As the BNSF ROW is foreseen to be improved as part of the open space and trail system for Downtown and may also be reactivated for rail use in the future, the intent of this section is to ensure that buildings and uses along the ROW are designed to engage with, and provide, access to the ROW while also ensuring that uses do not hamper rail use in the future if the rail line is reactivated.

**20D.40.105 – 020 Design Criteria**

**(1) Building Orientation and Access.**

- (a) Buildings along the BNSF ROW should orient to the ROW as well as to the streets, and should include storefronts and entrances to, and through, the building from the ROW/future trail.
- (b) Service areas and mechanical equipment along the BNSF ROW shall be screened with site amenities, architectural elements and/or landscaping.

**(2) Site and Building Design.**

- (a) Where a site adjoins the BNSF ROW, the development shall complement the ROW with connecting landscaping, plazas, and other pedestrian features.
- (b) New structures should incorporate structured parking and/or mechanical stacked parking systems inside garages. Parking garages facing the ROW should be attractively designed with ornamental grille work in garage openings or other architectural features on solid walls to ensure that blank, sterile walls do not loom over the ROW.
- (c) Attractive, high quality, building materials and architectural detailing shall be included on all sides of the buildings, including the facades visible from the ROW.

**20D.40.107 Development Along Downtown Shorelines and Parks.**

**20D.40.107 – 010 Intent.**

- (1) The shorelines and associated parklands of the Sammamish River and Bear Creek are assets to the Downtown neighborhood that should be enhanced, enjoyed and highlighted.
- (2) Development and uses along these water bodies and next to their associated parklands should add to the attractiveness of the natural features and open spaces.
- (3) In addition to the design standards established for the individual districts, these criteria shall apply to Downtown properties that are in the Shoreline Jurisdiction and Downtown properties that adjoin parklands that are in the Shoreline Jurisdiction

**20D.40.107 – 020 Design Criteria.**

**(1) Building Orientation and Access.**

- (a) Development and uses adjoining the Sammamish River, Bear Creek, and their associated parklands shall provide convenient pedestrian access through the site to these features.

(b) When buildings are within 100 feet of a property line of a waterway or park, building entrances, balconies, and other such building features shall be provided on the facades fronting the waterways or parks to enable users of the buildings to interrelate with the natural features and parks.

(c) Buildings next to trails and walkways along waterways and parks shall incorporate pedestrian scaled/friendly architectural features on the facades facing the trails/pathways.

(2) Site and Building Design.

(a) Where a site adjoins a park, the development shall complement the park with connecting landscaping, plazas, and other pedestrian features.

(b) Parking facilities next to parks and waterways shall be screened by natural looking landscape buffers with tall trees and understory vegetation between the parking facilities and the parks or shoreline. Planter widths for these screening buffer areas shall be no less than 30 feet wide to accommodate the plant materials in a natural looking planting pattern.

(c) When surface stormwater facilities are placed near the shorelines and parks, they shall be designed as attractive and naturally occurring ponds and amenities rather than barriers between the use and the shoreline or park.

(d) Building height is encouraged to be modulated on sites next to shorelines and their associated parks, with lower portions of buildings being adjacent to the trails/parks and taller portions being beyond the Shoreline jurisdiction.

**20D.40.110 Valley View, Bear Creek and Trestle ~~Design Areas~~Districts.**

**20D.40.110-010 Intent.**

(1) The intent of these districts is to provide for everyday, basic shopping needs and services such as groceries, pharmacies, and other convenience retail goods and services. Development and redevelopment in these districts should be compatible with the goal of meeting the shopping and service needs of the community and surroundings, as well as with the long term vision of encouraging a more pedestrian-supportive, mixed-use environment in these districts. As the three districts are located at the three entry points to the Downtown neighborhood, development and redevelopment of buildings and centers at these gateways should enhance the visual appeal of these entrances to the Downtown.

~~Create a lower-scale suburban commercial area oriented to safe automobile access:~~

~~(2) Provide visibility and access from automobiles while maintaining adequate landscaping and screening.~~

~~(3) Develop features such as signs and artwork that identify the entrance to the City Center and provide a unifying visual theme for the area. (Ord. 1993)~~

**20D.40.110-020 Design Criteria.**

**(1) Building Orientation and Access.**

- (a) Buildings are not required to be sited on the pedestrian system, but ~~should~~ shall provide safe and accessible pedestrian connections to it.
- (b) Service areas and rear entrances ~~should~~ shall not be oriented to public areas.
- (c) Orient buildings toward the streets and locate parking on the side or rear whenever possible.

**(2) Building and Site Design.**

- (a) Develop sign programs to coordinate and consolidate signs in order to increase visibility from automobiles and minimize visual clutter.
- (b) Minimize elements in signs such as colors that are too brilliant or other features that would distract from the entry feature.
- (c) Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.
- (d) Parking lots should be landscaped to screen parking from street views. ~~and provide visual relief from large asphalt surfaces.~~
- (e) Building and site design of properties located at the entrances to Downtown shall also orient facades, open space, and pedestrian features towards the streets in order to enhance the gateway nature of the sites.
- (f) One tree for every four parking stalls and landscape planting areas shall be provided to provide visual relief from large asphalt areas, shade pavement, and reduce impervious surface area.